

Wm Doxford + Sono no 669. Profile + Decko. (As built)

EMPIRE MIST.

King Almand X.

D/S.468.

RECORDS DEPT.

NIN HONG HONG *

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2021
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Foundation

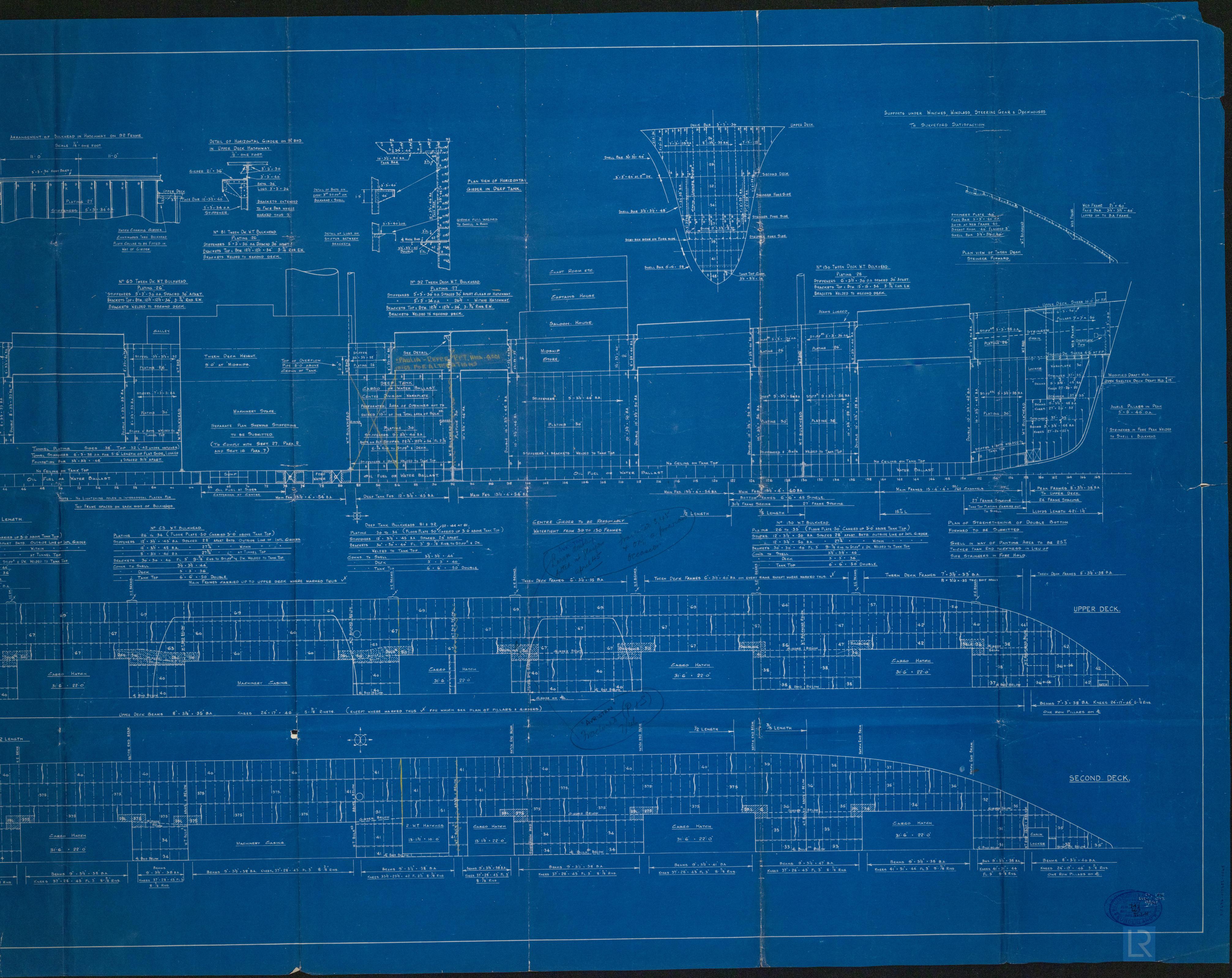
AS FITTED Nº 669. PROFILE & DECKS PLAN. DIMENSIONS:- RULE LENGTH 421-12" x BREADTH MLD. 56-21 DEPTH MLD. 29-0 TO 2ND DK. ARRANGEMENT OF BULKHEAD IN HATCHWAY ON 92 FRAME. SEALE : 18 ONE FOOT. SCALE 4" ONE FOOT DETAIL OF HORIZONTAL GIRDER ON 92 BHD. CLASS:- LLOYDS 100 Al. WITH FREEBOARD. IN UPPER DECK HATCHWAY 2 : ONE FOOT. SCANTLINGS SUITABLE FOR A DRAFT OF 18" IN EXCESS OF THAT CONTEMPLATED BY THE RULES 3 . 3 . 30 REST BARS 7 3.3.30 GIRPER 21" . 36" FOR A COMPLETE SUPERSTRUCTURE VESSEL AS DESIRED BY MINISTRY OF SHIPPING. SHELL BAR 30 32 40 3 . 3 . 40 BKTS. -34" HATCH COAMING Lugs 3 + 3 x 36 ALL CHANNELS & BULB ANGLES TO BE PLAN VIEW OF HORIZONTAL 3" - 3" - 40 AT. 2" DK. FACE BAR 10 - 3 2 - 40 SEPARATE PLAN SHEWING GIRDERS, HATCHES, GIRDER IN DEEP TANK. BRACKETS EXTENDED NEW BRITISH STANDARD SECTIONS BULKHEAD & SHELL. STIFFENER. TO FACE BAR WHERE E HATCH END BEAMS TO BE SUBMITTED. MARKED THUS X HATCH COMMING GIRDER SHELL BAR 3/2 . 3/2 . 48 Nº 81 THEEN DK. W.T. BULKHEAD. CONTINUOUS THRO BULKHEAD PLATE COLLAR TO BE FITTED IN PLATING .26" DETAIL OF LUGS ON STIFFENERS 5" + 3" + 30" OA SPACED 30" APART ! STIFFRS BETWEEN WAY OF GIRDER. BRACKETS TOP & BTM . 12/2" . 12/2 . 34" 3. 4" RIVS. E.W. BRACKETS BRACKETS WELDED TO SECOND DECK SEMI-BOX BEAM ON FORE SIDE. Nº 39 THEEN DK. W.T. BULKHEAD. Nº 14 TWEEN DECK W.T. BULKHEAD. PLATING 27 STIFFENERS 5" + 3" + 34" O.A. SPACED 30" APART. Nº 63 THEEN DK. W.T. BULKHEAD. PLATING .30 PLATING .26"

STIFFENERS 5" 3" . 30" O.A. SPACED 30" APART. SHELL BAR 6 46 . 58 CHART ROOM ETC. STIFFENERS 6 3/2 30 04 SPACED 30 APART BRACKETS TOP : BTM 12/2 x 12/2 x 34, 3-4 RIVS. E.W. Nº 92 TWEEN DECK W.T. BULKHEAD. BRACKETS TOP : BTM. 15" 15" + 34" 3-34" RIVS. E.W. BRACKETS WELDED TO 2 P. DECK. BRACKETS TOP . BTM. 12/2" - 12/2" - 34", 3- 4" RIVS EW. AFTER DEZKHOUSE PLATING .27 BRACKETS WELDED TO SECOND DECK. STIFFENERS 5 . 30 O.A. SPACED 30 APART ELEAR OF HATCHWAY. BRACKETS WELDED TO SECOND DECK. LIPPER DECK SHEER 5.0 AT AP " 5" 3" x 34" 0.A " 261/2" " WITHIN HATCHWAY. CAPTAINS HOUSE BRACKETS TOP : BTM. 121/2" x 121/2" x 34", 3-34" RIVS. E.W. BRACKETS WELDED TO SECOND DECK. STEERING PLAN OF CRUISER ZALLEY. CREW SPACE STERN TO BE SALOON HOUSE. PILLARS 5 . 5 . 40 TO SUIT STIFFS 5 . 3 . 30 04 STIFFS 3/2 . 34 ACCOMMODATION. SUBMITTED. SECOND DECK SHEER 2'3 AT A.P. PLATING 26 0 PLATING 26 TWEEN DECK HEIGHT. MODIFIED DRAFT MLD. 9'0" AT MIDSHIPS. PLATING 26 WASHPLATE 30 STORE. CROWN OF TANK. 6-3/2- 3084 W STIFFS 6-3/2-3084 IN PEAK 5.5 . 40 STIFFENERS 7 × 3 × 31 8A. STIFFRS. 7 . 3 . 31 B.A. CARGO OR WATER BALLAST AFTER PEAK BULKHEAD PLATING 30 TO 38" BOTTOM PLATE 42" CENTRE DIVISION WASHPLATE STIFFS & BETS NELDED TO TUNNEL TOP INCREASED TO TE IN WAY OF STERN TUBE PEATINE 30 STIFFENERS 9 3/2 . 44 BA L 3 RECESS TOP PLATING 34 MACHINERY SPACE. PERFORATED. AREA OF OPENINGS NOT TO STIFFES. ABOVE RECESS 8 . 3% . 42 8.A. LUGGED TO EXCEED /10% OF HE TOTAL AREA OF BULK BEAMS 8 . 3/2 . 40 B.A. STIPFENERS & BKTS WELDED TO TUNNEL TOP SEMI- BOX BEAM SPACED 24" APART. SEPARATE PLAN SHEWING STIFFENING SUPPORTED TO SURVEYORS BRACKETS 20 - 20 - 42 5- 34 RNS EN STIFFS & BATS WELDED TO SATISFACTION. TO BE SUBMITTED. CONNECTION TO DECK 3" . 3" . 40" TUNNEL STIFFENED AT HATCH END BEAMS PLATING 30 " " SHELL 3/2 . 3/2 . . 52 TUNNEL PLATING SIDES 38", TOP 32 (-42 UNDER HATCHES STIFFENERS 9 3/2 40 BA TO SURVEYORS SATISFACTION. (TO COMPLY WITH SECT. 27, PARA 2 TUNNEL RESESS. BOTTOM PART OF BULKHEAD TO TUNNEL STIFFENERS 6-3-38 DA FOR 5-6 LENGTH OF FLAT SIDE, LUGGED BKTS ON ALT. STIFFRS. 2212 - 22/2 + 34 FL 2 AND SECT IS PARA 7) 6-34" RIVE TO STIFF E DECK. SHAFT FOUNDATION BAR 35 . 3/2 . 48 E SPACED 31/2 APART. SURVEYORS SATISFACTION. NO CEILING ON TANK TOP OIL FUEL OR WATER BALLAST. STIFFENERS & BRACKETS WELDED TO TANK TOP STIFFENERS & BRITS WELDED TO TANK TOP. OIL FUEL OR WATER BALLAST PEAK FRS. 8 . 3/2 . 38 B.A. MAIN FRAMES 13/2 . 4 . 54 B.A. OIL FUEL OF WATER BALLAST. 66 68 70 72

OIL FUEL AT SIDES

COFFERDAM AT CENTRE TO UPPER DECK. NOTE :- No LIGHTENING HOLES IN INTERCOSTAL PLATES FOR 24 FRAME SPACING 31/2 FRAME SPACING. TWO FRAME SPACES ON EACH SIDE OF BUIKHEADS. DEEP TANK FRS 12" - 45" B.A. _____ MAIN FRS 13/2" + 4 + 54" B.A. LLOYDS LENETH 421-1/2 _ 75 LENGTH 2 LENATH. Nº 39 W.T. BULKHEAD. PLATING 26 TO 34 (FLOOR PLATE 50 GARRIED UP 3-0" ABOVE TANK TOP.) Nº 63 W.T. BULKHEAD. DEEP TANK BULKHEADS 81 & 92. 92- 44 AT 81.

PLATING 30 TO 34 (FLOOR PLATE 50 CARRIED UP 3-0 ABOVE TANK TOP) PLATING 26 To 34 (FLOOR PLATE 50 CARRIED 3-0 ABOVE TANK TOP.) STIFFENERS 12" + 31/2" * 45" B.A. SPACED 28" APART BETD. OUTSIDE LINE OF INTL GIRDER. CENTRE GIRDER TO BE REASONABLY STIFFENERS 12" + 3/2" + 45" B.A. SPACED 28" APART BRTD. OUTSIDE LINE OF INTL. GIRDERS. " 12" * 3½" * 45 B.A. " 2734" " WITHIN " " " Double 6.6 8" - 3/2" x - 40" BA. " " " AT TUNNEL TOR WATERTIGHT FROM 39 TO 130 FRAMES. STIFFENERS 12" - 31/2" + 45" B.A. SPACED. 24" APART. " 12" + 3/2" + 45 B.A. " 27%" " WITHIN " " " BRACKETS 30 + 30 + 40 FL 3 9 % RIVS. TO STIFF & DK. WELDED TO TANK TOP. " 8 - 3/2 - 40 BA " 27 4" " AT TUNNEL TOP. BRACKETS 30" + 30" + 40" FL. 3" 9 - 18" RIVS. TO STIFF E DK. BRACKETS. 30 . 30 . 40 FL. 3" 9-18" RIVS. TO STIFFE DK. WELDED TO TANK TOP. " WELDED TO TANK TOP. CONNS. TO SHELL 3/2 . 3/2 . 44" CONNS TO SHELL 3/2 . 3/2 . 44" IN CONN. TO TANK TOP 6 . 6 . 50 DOUBLE. " Osck. 3 · 3 · 36 " DEEK 3" - 3" × 40" " g TANK TOP 6.6 . 50 DOUBLE. TWEEN DEEK FRAMES. 6" 3/2" . 35" B.A. " TANK TOP 6 . 6 . 50 DOUBLE TWEEN DECK FRAMES 6. 3/2 . 40 B.A. NO LIGHTENING HOLES AS PER SECT. 17
IN INTERCOSTAL PLATES IN WAY GLAUSE 4
OF SOLID FLOORS AT BULKHEADS. MAIN FRAMES GARRIED UP TO UPPER DECK WHERE MARKED THUS X SIDE OF BULKHEAD TWEEN DEZK FRAMES 6 3/2 . 35 B.A. TYPICAL ARRANGEMENT OF W.T. BULKHEADS AS PER RULE UPPER DECK. CARGO HATEH CARGO HATCH 31.6" × 22-0" CARGO ! 31.6 . 22.0 HATCH MACHINERY CASING 40 & BND BELOW 31.6 . 22.0 31-6 . 22 BEAMS 8 . 3/2 . 38 BA. KNEES 24-17 . 46 _ 9 . 3/2 . 38 BA UPPER DECK BEAMS 8" - 3/2" - 35" BA KNEES 24" 17" - 46" 5- 18" RIVETS. (EXCEPT WHERE MARKED THUS X FOR WHICH SEE PLAN OF PILLARS & GIRDERS.) ONE ROW PILLARS ON 4. GIRDER ON & 12 LENGTH SECOND DECK. CARGO HATCH CARGO HATEH CARGO HATCH 31.6 . 22-0 31-6 . 22-0 MACHINERY CASING. 33 & BULK BELOW 13:12 . 22:0" & BHO BELON 34 BEAMS 9" . 3/2" x . 47" B.A. 31-6 . 22-0 41 & BHO BELOW! BEAMS 9" + 3/2" + 38" B.A. KNEES 27" . 20" . 48" 6. 78" RIVS. BEAMS 9" . 3/2" . 38 BA BEAMS KNEES 37" 28" x 43 FL.3" 8- % RIVS. BEAMS 9 . 3/2 . 38 BA KNEES 37 . 28 . 43" FL. 3" 8- %" RIVS. ONE ROW PILLARS ON 4. 9 . 3/2 . 38 BA BEAMS 9" . 3%" x 38" BA. KNEES, 37" 28" 43" FL 3" 8 % RIVS. KNEES 37" + 28" + 43" FL 3" 8 % RINS BEAMS 9" × 31/2" × 38" B.A. BEAMS 9" × 31/2" × 38" B.A. KNEES 37" . 28 . 43 FL 3 8-78 RIVS. KNEES 37 - 28 - 43 FL 3 BEAMS 9" + 3/2" + 38" B.A. KNEES 33/2 - 25/2 - 42 FL 2/2 8- 18 RIVS KNEES 37" - 28" - 43 FL 3" BEAMS 9" . 3/2" . . 8 . 18 RIVS KNEES 37" 28" 43" FL 3" 8 % RIVS. KNEES 37 . 28 . 43 FL 3



Midship Section (as built)

EMPIRE MIST.

- Knig Naviel

BUNGS DE POT NO. 33061.

RECORDS DEPT., LONDON.

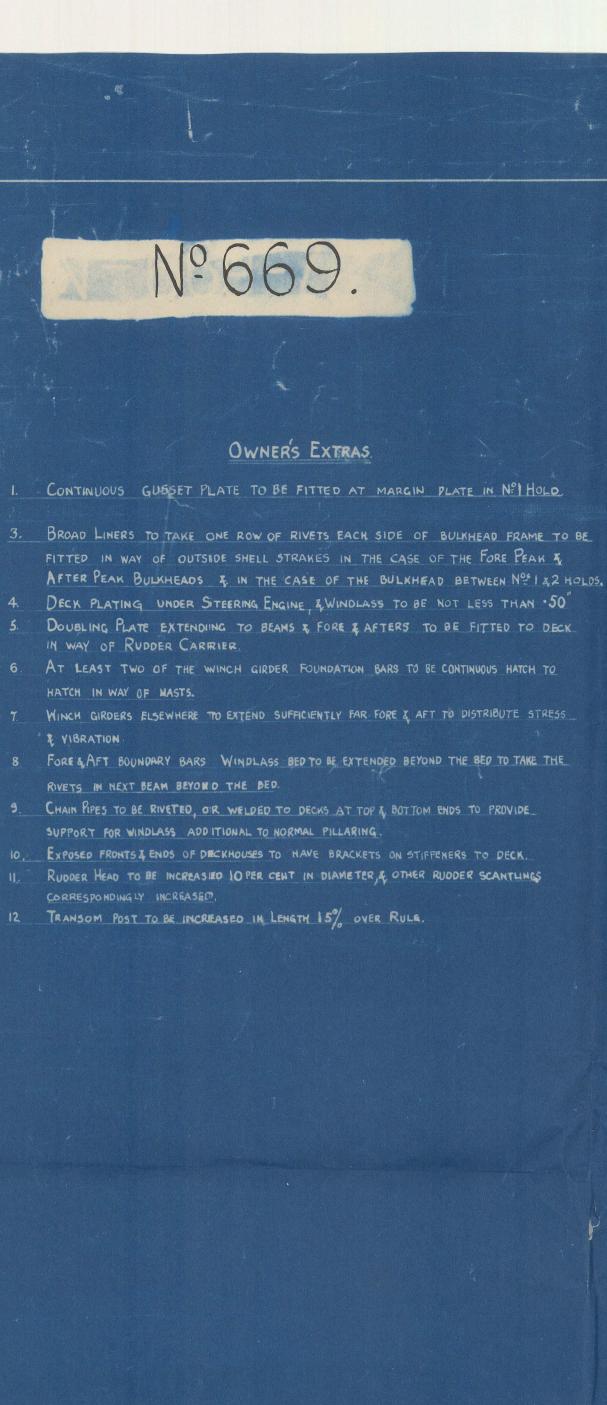


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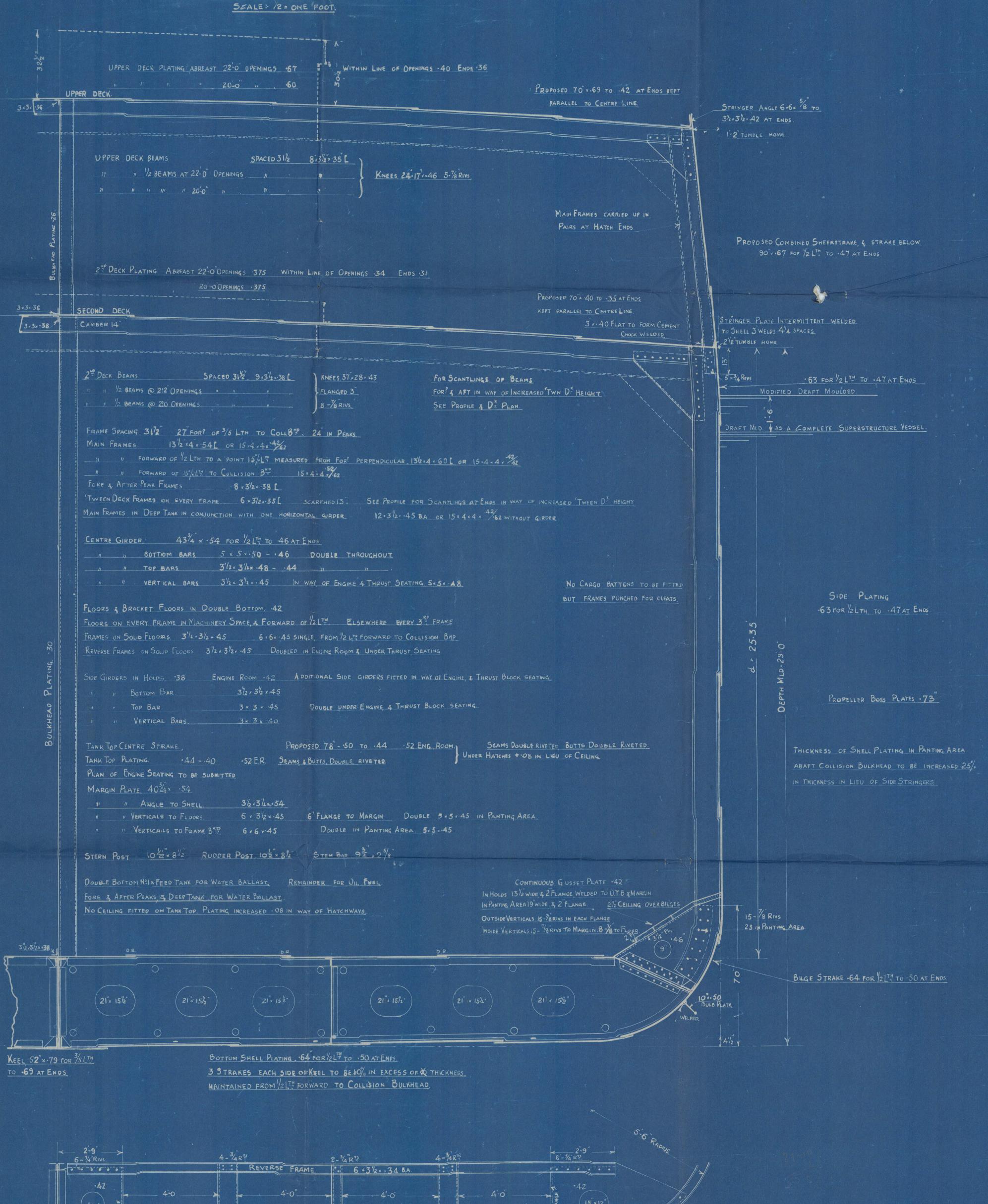
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DEPTH FOR SCANTLINGS D 29.0+8.0 = 37.0 421.12 × 37.0 - 15581 L(B+D) 421.12 (56.21 + 37.0) 39252 1/0 (UPPER D) 11.08 DEPTH 25.35 L(B+D) - 421.12 (56.21+38.0) 39673 Engine Casings. 57.5 x 7.5 x .50 216 OFFICER'S HOUSE 30.75 × 7.5 × .50 115 CAPTAINS HOUSE 280 × 7.5 × .50 105 40109 Equipment (LETTER at) 3 BOWER ANCHORS STOCKLESS COLLECTIVE WEIGHT 194/2 CWTS I STREAM ANCHOR EX, STOCK 225 FATHOMS 25/16 "CABLE THE OF CABLE THE OF RULE LTH. OF CABLE = 270 FMS. REDUCTION OF 90 . . 5 6/12 S.W.R. STREAM LINE 120 . 4 3/4 6/24 " TOWLINE 2090 . 23/4 1/2 " HAWSERS, 2090 - . 21/2" 6/12 " . WARPS NOTE: - ALL CHANNELS & BULB ANGLES TO NEW BRITISH STANDARD SECTIONS VERTICAL STIFF 5 x 3 x .44 o.A.



RULE LENGTH 421-1 BREADTH M= 56-2 DEPTH M= 29-0" CLASS:- LLOYDS 100A.I. "WITH FREEBOARD" SCANTLINGS FOR A DRAFT OF 18 IN EXCESS OF THAT CONTEMPLATED BY THE RULES FOR A COMPLETE SUPERSTRUCTURE VESSEL



10 × 3 /2 × 40 BA

4-3/4RTS

6+3/2+34 BA

FRAME 6 x3/2x 408.4

2-3/4RT

10 x3/2 x40 B.A.

4-34R写

240000

6"-3/4"RIVS

N.N. "KING DAVID" *
"EMPIRE MIST".

Vom. Doxford Tom's ho. 669.

Alempans a Rodde.

(A fitted)

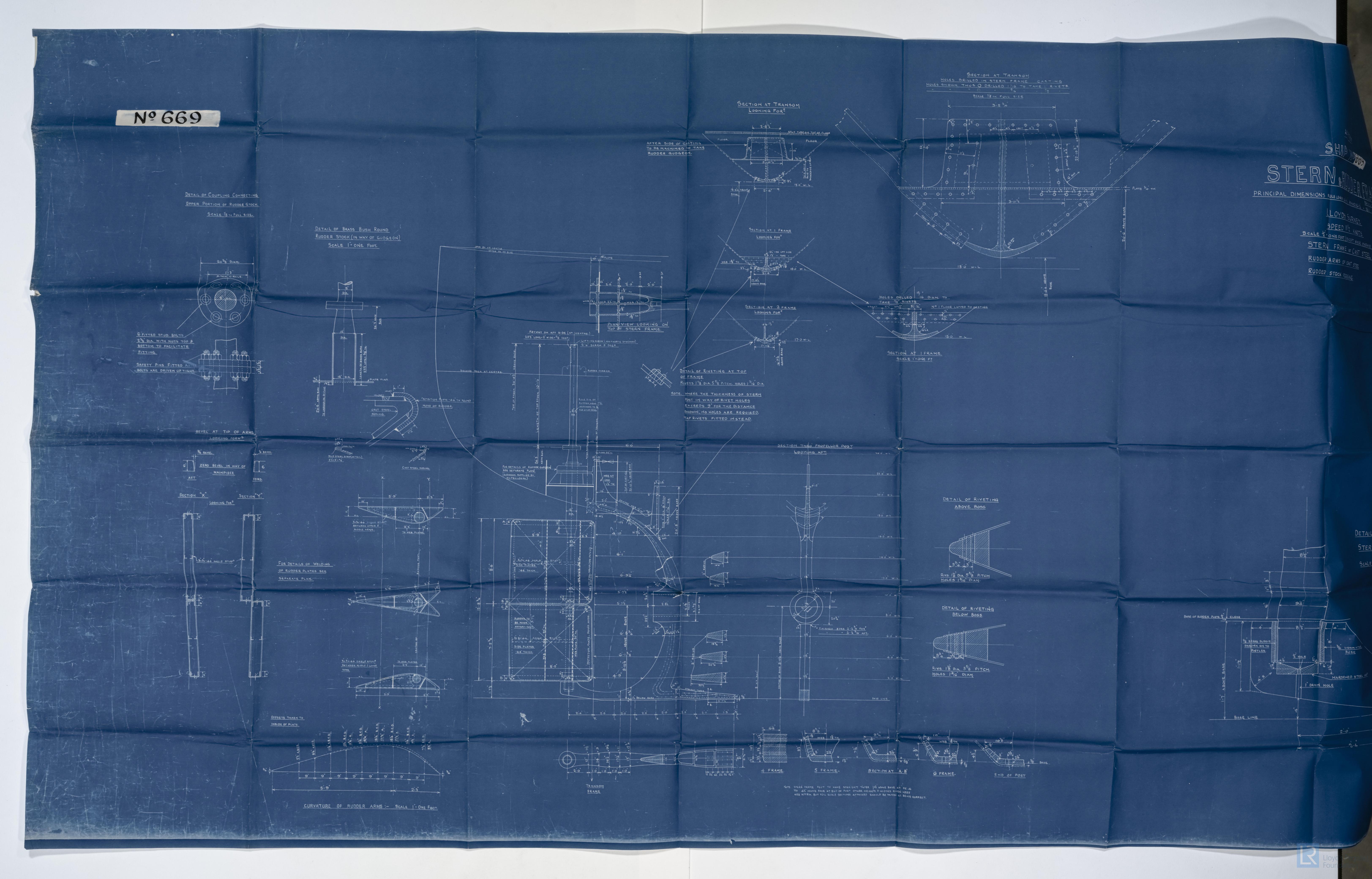
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RECORDS DEPT.

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SCALE 18 TH FULL SIZE 3-5 3/4 SECTION AT TRANSOM LOOKING FOR SPLIT TUBE ON TOP OF FLOOR AS FITTED. AFTER SIDE OF CASTING
TO BE MACHINED TO TAKE
RUDDER GUDGEON. PRINCIPAL DIMENSIONS RULE LENGTH 421-12, BTH.MLD. 56-22 × 38-0 " UPPER " LLOYDS SURVEY. SPEED 11/2 KNOTS. SECTION AT I FRAME SCALE 2 ONE FOOT. (EXCEPT WHERE OTHERWISE STATED.) LOOKING FORD STERN FRAME OF CAST STEEL. RUDDER ARMS OF CAST STEEL 18:0" W-L. RUDDER STOCK FORGING. SECTION AT 2 FRAME LOOKING FOR? PLANIVIEW LOOKING ON TOP OF STERN FRAME. KEYWAY OH AFT SIDE (AT CENTRE.) 20'2" LONG + 2" WIDE + 5/8" DEEP " 17-0 W-L. LIFTING SCREW (WHITWORTH STANDARD.) SECTION AT I FRAME. SCALE I"ONE FI DETAIL OF RIVETING AT TOP RUDDER CARRIER. DECK AT CENTRE. OF FRAME RIVETS 1 18 DIA. 5 5/8 PITCH. HOLES 1 3/16 DIA. HOTE. WHERE THE THICKHESS OF STERM POST IN WAY OF RIVET HOLES EXCEEDS 9" FOR THE DISTANCE SHOWH HO HOLES ARE REQUIRED. TAP RIVETS FITTED IN STEAD. SECTION THRO PROPELLOR POST LOOKING AFT. FOR DETAILS OF RUPPER GUDGEON SEE SEPARATE PLAN. (GUDGEON SUPPLIED BY DETAIL OF RIVETING ABOVE BOSS DETAIL OF BOTTOM PINTLE AND STERN FRAME FOOT. SCALE 4 FULL SIZE RIVS. 18 DIA. 55/8 PITCH HOLES 13/16" DIAM. 6-94 DETAIL OF RIVETING
BELOW BOSS. 11/2 | FINISHED BORE 2-2 4 FOR 2-2 3/16 AFT. 58 BRASS SLEEVE SHRUNK ON TO PINTLES. SIDE PLATES 534 234 274 4.0" W-L RIVS. 18 DIA. 5 8 PITCH. HOLES 13/6 DIAM. HARDENED STEEL CUP I" DRAIN HOLE BASE LIME 12" BELOW BASE. ROUNDED OFF TRANSOM FRAME 2 54 61 54 54 54 2" END OF POST NOTE. STERN FRAME FOOT TO HAVE STRAIGHT TAPER. LOT ABOVE BASE AT FR. 4
TO 45 ABOVE BASE AT END OF POST OTHER HEIGHTS & WIDTHS GWEN HERE
ARE APPROX. BUT FULL SCALE SECTIONS ATTACHED SHOULD BE TAKEN AS BEING CORRECT. FRAME